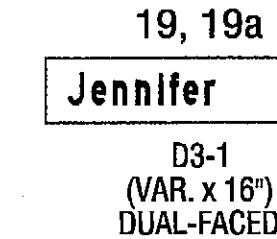
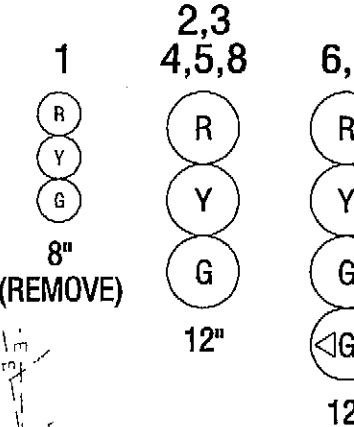


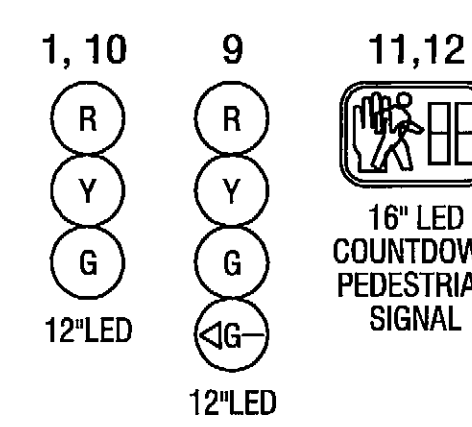
ADJUSTED SIGNS



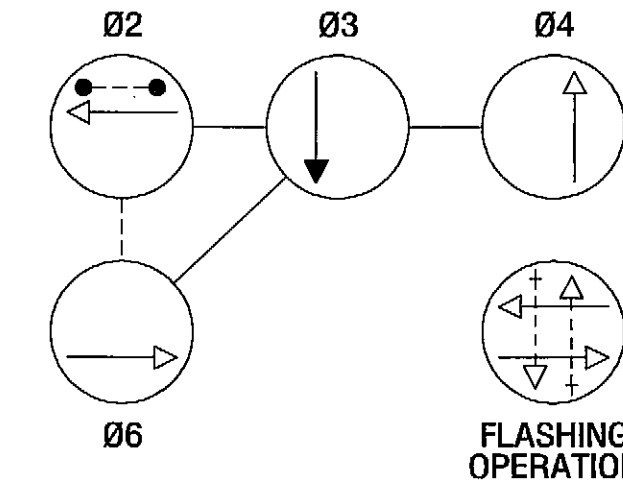
EXISTING BLACK FACED SIGNALS



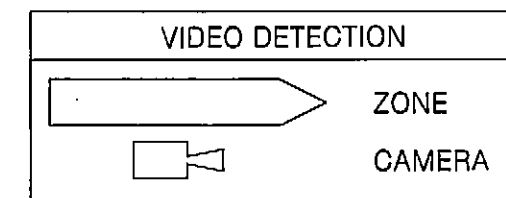
PROPOSED BLACK FACED SIGNALS



NEMA PHASING



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



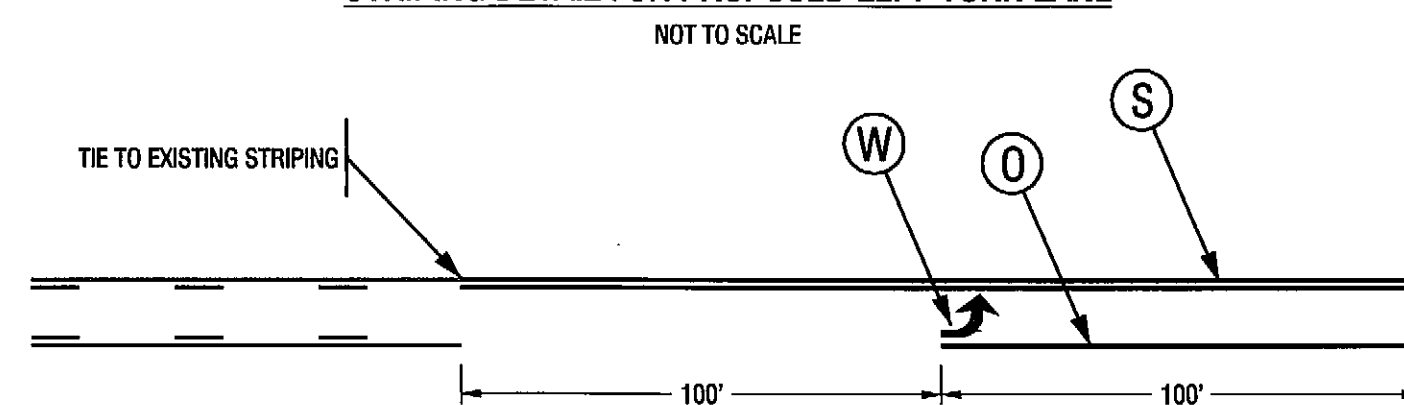
GENERAL NOTES

- ALL UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "MISS UTILITY" PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN THE FIELD IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE SO THAT SHA FORCES CAN MAKE THE FINAL CONNECTIONS. ALL UNUSED SIGNAL CABLES SHALL BE REMOVED AND DISPOSED. CONTACT THE TRAFFIC SIGNAL OPERATIONS SUPERVISOR AT LEAST 72 HOURS PRIOR TO INSTALLATION.
- ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD STD. 818.01, 818.02, AND 818.03. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO INSTALLATION OF SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
- ALL PAVEMENT MARKINGS DETAILED ARE EXISTING UNLESS OTHERWISE NOTED. EXISTING CONFLICTING PAVEMENT MARKINGS ARE TO BE ERADICATED. PROPOSED PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS. ALL CROSSWALKS SHALL BE CENTERED ON HANDICAP RAMPS OR MEDIAN CUT-THROUGHS.
- VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE LESS THAN OR EQUAL TO 2%.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTON MUST MEET LOCATION REQUIREMENTS OF MUTCD SECTION 4E.09 AND FIGURE 4E-2, AND THE NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF REQUIREMENTS ARE NOT MET, THE CONTRACTOR SHALL STOP WORK ON PUSH BUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED AND APPROVED BY THE DIRECTOR OF OFFICE TRAFFIC AND SAFETY.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF ONE (1) YEAR FROM DATE OF APPROVAL. SHOULD CONSTRUCTION NOT BEGIN WITHIN THIS TIME FRAME THESE PLANS SHALL BE NULL AND VOID WITHOUT A RE-REVIEW FROM THE TRAFFIC ENGINEERING DESIGN DIVISION.

CONSTRUCTION DETAILS

- REMOVE EXISTING VEHICLE SIGNAL HEAD.
- INSTALL NEW 12" LED VEHICLE SIGNAL HEAD ON EXISTING MAST ARM.
- INSTALL CONCRETE FOUNDATION WITH 10' STEEL PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, APS PUSHBUTTON AND SIGN. (INSTALL 1 - 3" PVC SCHEDULE 80 CONDUIT BEND)
- INSTALL GROUND MOUNTED SIGN ON 4" x 4" WOODEN POST.
- INSTALL PROPOSED SIGN AS SHOWN.
- INSTALL HANDHOLE.
- INSTALL 4" PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
- INSTALL 3" PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- USE EXISTING SIGNAL POLE.
- USE EXISTING HANDHOLE
- USE EXISTING CONDUIT.
- USE EXISTING CABINET AND CONTROLLER.
- ERADICATE EXISTING PAVEMENT MARKINGS.
- INSTALL 4" HEAT-APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE.
- INSTALL 4" HEAT-APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE. (3' SEGMENTS, 9' GAP)
- INSTALL 4" HEAT-APPLIED YELLOW PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE.
- INSTALL 4" HEAT-APPLIED DOUBLE YELLOW PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE.
- INSTALL 12" HEAT-APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE FOR CROSSWALK.
- INSTALL 8" HEAT-APPLIED YELLOW PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE AT 45 DEGREES & 60' SPACING.
- INSTALL 24" HEAT-APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE FOR STOPLINE.
- INSTALL HEAT-APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE ARROW.
- ADJUST EXISTING SIGN POSITION AS SHOWN.
- INSTALL DETECTABLE WARNING SURFACE IN ACCORDANCE WITH MD STD. #655.40.

STRIPING DETAIL FOR PROPOSED LEFT-TURN LANE



GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

SD - STORM DRAIN
G - GAS MAIN
W - WATER MAIN
SAN - SEWER MAIN
E - ELECTRIC CABLES
A - AERIAL CABLES
T - TELEPHONE CABLES
F - FIBER-OPTIC



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APPROVALS	REVISIONS
<div>ORIGINAL</div> <div>ON FILE</div>	
TEAM LEADER	
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
**JENNIFER ROAD AT
WESTBOUND US 50 RAMP 'F'**
ANNAPOLIS, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE MAR 02 CONTRACT NO. A46015170

DESIGNED BY S.F.N. COUNTY ANNE ARUNDEL
DRAWN BY S.F.N. LOGMILE 02CJEN00.41
CHECKED BY F.A.C. TMS NO. J-720
F.A.P. NO. TOD NO.

DRAWING NO. TS-4073A SHEET NO. 1 OF 2

PLOTTED:
FILE: L:\Projects\4000 - 4500\4272 - Jennifer Rd & WB 50 Ramp Signal\Design\JENNIFER RD_WB 50 RAMP TSM.dgn